DeLorean World

Published Quarterly by the DeLorean Owners Association Volume 11, Number 2; 1994

NEW ASSOCIATION INSURANCE PROGRAM

NEW TECH FEATURE

ASSOCIATION DISPLAYS AT BIGGEST SHOW

DUNMURRY TALES

photo by Don Sigler

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Citadel—City of Commerce, California

DELOREAN WORLD

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DeLoreanWorld

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PRESIDENT'S MESSAGE

By David Knudson

INSURANCE!

It definitely would have been easier to move the mountain to Muhammad than insurance companies to the Association. We have been working on an insurance program now for nine, count'em, NINE YEARS. The presentations and the logistics, let alone the volunteer hours have been mind-boggling, to say the least.

Everywhere we went, we got, "DeLoreans aren't in our computers so we can't insure them," or "You can't get parts for DeLoreans so we can't insure them," or "Put together a 50 page presentation and we'll consider it."

Then there were the letters from members, "When are you guys going to get an insurance program?" and "I'm quitting! All you do is publish a magazine!" and "Stop leading us on. You know you're never going to get insurance!" I've always loved the "all-you-do-is-publish-a-magazine" people. Well, enough gloating.

The program will be handled by the Leland/West firm and the carrier is A plus rated, American Modern Home Insurance Company. Holly Bromberg, Leland/West's president has invested considerable time and dollars to put the logistics together for the program and he will be investing considerably more to help us market it. (See Holly's article on Page 10.)

Now, the bottom line. This program should be a boon to your Association. Yes, it should reduce the insurance costs for most of our members. But, because only members can get it, our membership should really grow. In short, everybody wins.

KAY MYHRE RESIGNS AS EDITOR.

One of the most demanding jobs in the Association is editor of DeLorean World. Kay Myhre, with the assistance of her husband Kjell, performed the multitude of tasks exceptionally well for many years.

At her request, we have published her resignation letter in this issue.

At the moment, the magazine is being edited by a small committee of board members until we can appoint another editor.

We would like to encourage you to submit a feature-length article. Suggestions include: personal experiences with your DeLorean, technical information, local or national events you've attended—virtually anything DeLorean related. If the article is published, we'll send you $50.00 to cover your postage. Send your article and photographs to :
Jan Detanna - 1721 Victory Blvd., Glendale,
CA 91201 (818) 507-8733.

MEET JOHN TRUSCOTT.

Talk about busy jobs. John Truscott has served as Membership Director almost since the inception of the Association. This is clearly, the most demanding board position.

When Jon Spurlin announced that he could no longer devote the necessary time required of the Technical Director, John Truscott volunteered to add that position to his membership duties. Lest you think he has a screw loose for taking on so much, here's what he said, "As Membership Director, I have always gotten a lot of phone calls from members asking technical questions. I understand the car quite well so I'm able to answer most of them. If not, I can get the answers quickly. Therefore, I might as well be Technical Director too for a while."

John is debuting his new ongoing technical series, "Tech Quest" in this issue. The purpose of the series is to answer your technical questions. So all of you who have written us asking for more technical content in DeLorean World, here's your chance to contribute.

AREA REGIONAL **CHAPTER CALENDAR OF EVENTS** FOR 1994 PAST–PRESENT–FUTURE

by Millie Bernstein, Area Regional Chapter Director

If you've missed an event in your area, make sure you contact your local Area Regional Chapter Coordinator regarding upcoming activities and to get on their mailing list.

DELOREAN OWNERS ASSOCIATION

Mary Lou Knudsen, Activities Director
(818) 352-7232

AREA REGIONAL CHAPTER 9

Southeast Texas
Mary Ruth White, Coordinator
713-664-1833

APRIL 6	Monthly meeting at Delorean One/Houston, 7:00 P.M.
APRIL 17	Rallye to NASA
MAY 4	Monthly meeting and dinner, at DeLorean One/Houston, 7 P.M.
MAY 19-21	Expo '94 at Williamsburg, VA
JUNE 1	Monthly meeting at Delorean One/Houston, 7:00 P.M.

AREA REGIONAL CHAPTER 12

Southern California
Ed Bernstein, Coordinator
(818) 993-0967

MARCH 19-20	Back Road Legends Weekend

AREA REGIONAL CHAPTER 23

Ohio
Bob Trunick, Coordinator
(216) 772-4783

AREA REGIONAL CHAPTER 38

United Kingdom and Ireland
Robert Lamrock, Coordinator
0232-382553

MARCH 25-28	Techno Classica Essen, Germany

AREA REGIONAL CHAPTER 39

Northern California
Tina and Gary Hall, Coordinator
707-538-1662

FALL 1994	Napa Valley, California

TAKEN FROM DELOREAN - "ANATOMY OF EXCELLENCE" SALES BROCHURE

DeLorean vehicle specifications.

ENGINE

Type: light-alloy 90° V6 with overhead camshafts
Displacement: 2.85 liters (174 cu. in.)
Bore and stroke: 91 x 73mm
Compression ratio: 8.8:1
Block: light-alloy with cast iron cylinder liners
Heads: light-alloy, cross-flow hemi-chambers
Cooling system: water/ethylene glycol, forward radiator with twin thermostatically controlled electric cooling fans
Fuel System: C.I.S. Bosch K-Jetronic mechanical fuel injection
Ignition System: breakerless, electronic Bosch Emission control: Lambda Sond/catalytic, unleaded fuel

DRIVE TRAIN

Engine location: rear mounted
Transmission: 5-speed fully synchronize or 3-speed automatic
Final drive: transaxle/double universal half-shafts, ratio 3.44:1

BODY AND CHASSIS

Underbody: composite structure
Outer panels: brushed stainless steel, grade 304
Construction: corrosion protected steel backbone frame supporting cross members and 4-wheel independent suspension

SUSPENSION

Front: unequal length upper and lower control arms, coil springs, telescopic shocks and stabilizer bar
Rear: diagonal trailing radius arms with upper and lower links, coil springs with telescopic shocks

STEERING

Type: rack and pinion
Minimum turning radius: 5.334 meters (17.51')
Turning circle: 10.67M, curb to curb (351)
Wheel turns, lock to lock: 2.65

BRAKES

Type: power assisted discs, front and rear
Disc diameter: 254mm (10") front, 267mm (10.5") rear
Parking brakes mechanical, self-adjusting, acting on rear discs

WHEELS/TIRES

Wheels: cast light-alloy, 357mm x 152mm (14" x 6") front, 381mm x 203mm (15" x 8") rear
Tires: steel belted radial, Goodyear NCT

DIMENSIONS AND CAPACITIES

Wheelbase: 2408mm (94.8")
Track: 1590mm (62.6") front; 1588mm (62.5") rear
Length overall: 4267mm (168.0")
Width overall: 1988mm (78.3")
Height: 1140mm (44.88")
Weight, with full tank: 1233kg (2712 lbs.)
Fuel capacity: 51.6 liters (13.2 gal.)
Luggage capacity: 396 liters (14 cu. ft.)

ADDITIONAL STANDARD FEATURES

Stainless steel body panels
Counterbalanced gull-wing doors
Body side moldings
Tinted windows
Intermittent windshield wipers
Halogen headlamps
Engine/luggage compartment lights
Interior hood and engine compartment release

ADDITIONAL STANDARD EQUIPMENT

Air conditioning
AM/FM stereo radio w/cassette
Power windows
Central door locking systems
Tilt and telescopic steering column
Dual electric remote side view mirrors
Cast light-alloy wheels
Electric rear window defogger
Electric tachometer

January 7, 1994

To: DIRECTORS AND MEMBERSHIP OF
THE DELOREAN OWNERS ASSOCIATION

Over ten years ago, we discovered there is more to life than owning a car when we acquired a DeLorean automobile and joined an enthusiastic group who had also found the chariot of their dreams.

The doors opened a whole new world of friends who were making similar discoveries and soon we found ourselves in the process of an attitude adjustment, about not only how we can arrive at our destination, but in so doing, participating with special people in sharing pleasures, living their dreams, to offset certain vicissitudes in life.

The opportunity to serve as Editor of DeLorean World magazine since 1989, hopefully has been as rewarding to the Association membership, as it has been to me, personally, as well as my Associate Editor, Kjell Myhre.

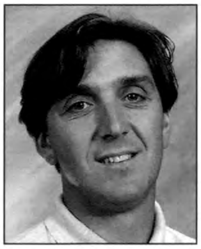
In the past year, however, changes have occurred in my professional endeavors with significant additional commuting and travel. Hence, at this time it is imperative that I submit my resignation as Editor of DeLorean World to enable the Directors to take appropriate steps to maintain the excellence of the Association publication, DeLorean World.

Be assured that Kjell and I will continue to be supportive of the goals and efforts of of the Directors in serving the interests of the membership, such that the DeLorean Owners Association will continue to be the best friend a DeLorean automobile owner will ever have.

Sincerely, Kay Myhre

Highlights of the DeLorean Expo '94 Technical Seminar

9:00 A.M. – Noon — May 20th
Williamsburg, Virginia



Steven Wynne
DeLorean One,
Houston, Texas

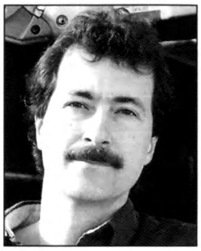
Topic: Bringing your air conditioning system up to compliance

"We will discuss what is involved in converting the DeLorean air conditioning system to run on the new FREON R134.
"How simple it is to convert and not very expensive!"

Dave Bauerle
Baurle Automotive, Inc.,
Radnor, Ohio

Topic: Frame Rust

"We will explore the theory behind the plastic coated frame and the inherent weakness of the design.
"We will discuss where the rust problems are, how to clean the frame, how to rust proof it and how to determine what rust can be tolerated. We will also discuss the different ways of repairing rust damage on your frame."

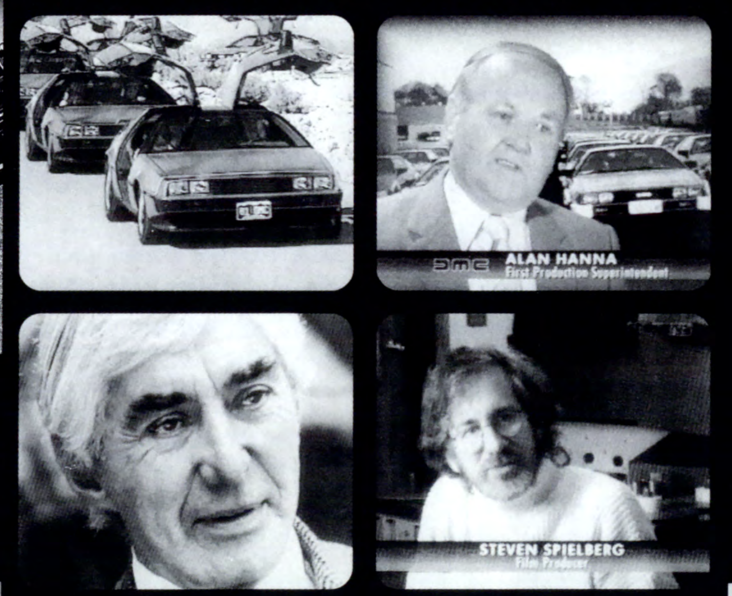


Robert Grady
P. J. Grady, Inc.,
West Sayville, New York

Topic: Simple procedures that affect the closing and weathersealing of the gullwing doors, door striker adjustments, weatherstrip care and replacement and alignment of the doors to other body panels

"The goal is to eliminate rattles, air and water leaks, and door closing and fit problems that can be solved by the average person with a few hand tools and supplies."

DELOREAN WORLD



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DeLorean Owners Association Products

*** * * * FREE WHILE SUPPLY LASTS * * * ***

Event Sweatshirt with Minimum Purchase (except magazines)**: $100 - Asilomar; $200 - Cape Cod.**

JACKETS and PULLOVERS

057	Black Cotton Knit Sweater with Embroidered Logo. **Great for Winter Weather**. M to XXXLg	$40.00
019	Black Satin Coaches' Jacket; Flannel-lined; Snap front. M . **Only 1 left !**	$35.00
019W	White Satin Coaches' Jacket. Flannel-lined; Snap front. Sm & XLg. **Only 3 left !**	$35.00
016W	White Long-sleeved Sweatshirt with large Logo; washable. Sm to Lg	$25.00
016B	Black Long-sleeved Sweatshirt with large Logo; washable. Sm to Lg	$25.00
016CC	Cape Cod Expo ' 89 Red Long-sleeved Sweatshirt w/silver DeLorean. S, M, XXLg. **SPECIAL!**	$16.00

POLOS and T-SHIRTS

012P	Our Best Polo Shirt with embroidered Logo (with pocket); red or blue. M to Lg	$30.00
012	Our Best Polo Shirt with embroidered Logo (no pocket); gray, green, or white. M to XLg	$28.00
006	Tee Shirt w/ printed Logo; blck/gry. M to Xlg	$12.00
017	Ladies scoop neck Tee Shirt with Logo (washable). Gray only. S & Lg	$10.00
006LV	Las Vegas Expo '91 Red Tee Shirt with Logo. Collectors Item. XXLg. **Only 2 Left !**	$6.00
046	Osage Beach '88 Convention Gray Tee Shirt w/ Logo. 10-12; 14-16, & Small. **Only 6 Left!**	$6.00

SPORT APPAREL

002	Baseball Cap with mesh back and Logo; white, emerald green, gray or royal blue	$15.00
043	Oversized Silver Tank Top with printed Logo; 100% cotton. One size fits all.	$20.00
007	Nylon Running Shorts with Logo; black or gray; washable. Sm to Lg	$14.00
014	Black Knit Zippered Vest w/printed Logo. Sm	$9.00

OFFICIAL ACCESSORIES

031	Association Logo Chrome Badge for car	$12.00
056	Association Logo Chrome Coin Key Ring	$6.00
029	Association Logo Siltone Money Clip	$5.00
018X	Association Logo 3 inch Embroidered Patch	$3.75
024	Association Logo Cloisonné Lapel Pin	$3.00
025	Association 10th Anniversary Lapel Pin	$2.00
028	Association Logo Business Card Magnet	$1.00
053	Association Logo 3 inch Silver Sticker	$0.25
053-6	Package of 6 Logo Stickers	$1.00

DECORATOR

026	Brushed Silver Photo Album. 7" X 8" ; cloth lining, nameplate, gift box.	$46.00
026F	Fillers for 026 Photo Album	$6.00
050	Official Association Wine Glasses. 1 glass:	$5.50
	Set of 2:	$10.00
	Set of 4:	$19.00
	Set of 6:	$28.00

NOVELTY

051	Brushed Silver Quill Pen with Logo	$12.00
054	Bic Rollerball Pen; black with Silver Logo	$2.00
027	License Plate Frame with Logo **"My Other Car is a DeLorean"**	$5.00
055	Big Mouth Tumbler with Capped Straw and Logo. **Great for Traveling**. Black or Red	$4.50

VIDEOS and MAGAZINES

059	**"Back from the Future"** VHS Video. Historic half hour video of DeLorean factory, early prototypes, the Association, "Back to the Future" ride in Florida. Produced by Robert Lamrock, Ulster TV	$36.95
DW-1	Back Issues of DeLorean World. **See separate page for list of Back Issues and Specials**	$12.50
DW-6	Package of any 6 issues	$50.00
049	DeLorean World Magazine Binder with Logo; silver and black; holds 12 magazines	$15.00

ORDER INFORMATION

Sales Tax: 8.25% to California residents

Shipping Charges for USA mainland only: Others per UPS

$25.00 and under	$ 4.00	$55.01 to $70.00	$ 7.00
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$40.01 to $55.00	$ 6.00	$95.01 and above	$ 9.00

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Prices subject to change without notice.

Merchandise offered subject to availability of stock on hand.

Mail or Phone you order with Membership Number, Check or Credit Card Authorization for total amount including shipping charges made out to **"DeLorean Owners Association"**

Please allow 4-5 weeks for delivery.

Contact: **Marcie Haug - Products Director** for more information.

DeLorean Owners Association Products
1617 Del Valle Avenue
Glendale, CA 91208
(818) 243-2616

DELOREAN OWNERS ASSOCIATION

THE NEW DELOREAN OWNERS ASSOCIATION

INSURANCE PROGRAM

By Holly Bromberg, President Leland-West Insurance Brokers

I am happy to announce the exclusive limited-use automobile insurance program for members of the Delorean Owners Association. This program is the jewel in Leland-West's crown: A labor of love that has given me special pleasure and satisfaction.

IT ALL STARTED WITH PORSCHE OWNERS.

I purchased a new Porsche 911 Carrera in 1985. The following day, I called my insurance carrier to add it to my existing auto policy. I was floored and outraged when I was told my annual premium would be several thousand dollars. I couldn't help wonder how many other sports car owners fit the same mold I did. My Porsche is securely garaged, alarmed and driven strictly as a second car with less than 51,000 annual miles…and to top it off, I have an excellent driving record.

After this unpleasant experience, and armed with the determination to prove my contention that enthusiast-owners didn't deserve their astronomical premiums, we surveyed Porsche owners in 22 states in March of 1990. As the results began to roll in, it became clear there were many others in the same situation I found myself. With these results in hand, we carried our story to dozens of interested, A-rated insurance carriers with our proposal for a new program.

In October, 1991 an automobile insurance program was introduced for Porsche owners in 44 states. Since then, thousands of Porsche owners have signed up. The best news: The program has been written profitably for our insurance underwriter since Day One.

The expansion of the program to include Delorean owners is based on a nationwide Delorean owner survey performed in September, 1992. Members were randomly mailed a detailed survey. An overwhelming 70% of surveyed members responded. The resulting insurance program is designed to fulfill the needs and desires of 80% of those respondents.

Now, Delorean Owners Association Members can begin to enjoy the benefits of their own program, which recognizes the reduced risk of loss presented by many sports car owners due to the extra care provided the cars, their limited mileage and the owners' good driving records. A+ rated American Modern Home Insurance Company, headquartered in Cincinnati, Ohio, is extremely excited to be the underwriter of the new program. **Program applicants must either be a current member of the Delorean Owners Association or apply for membership prior to obtaining a new insurance policy. In addition, you must remain a member to keep your policy in force.**

Underwriting requirements include home ownership, no more than one moving violation per driving record (to a maximum of two per household) and an acceptable everyday car for each household driver. The Delorean must be kept in a locked garage when at home overnight. A premium payment plan will be available for policies with annual premiums over $300.

Other new or older collectible automobiles may be eligible for participation under the program. Owners of collections will be pleased to know most states allow us to offer multi-car discounts on policies including two or more vehicles. However, the program does not currently include standard vehicles.

What kind of service can Delorean owners expect from American Modern Home? As an example, they constantly monitor the progress and proficiency of their claims department in six different areas including the important category of "speed of claims handling". In their most recent report 85% of all claims were paid within 30 days, and yet they are constantly striving to improve.

THE PROGRAM OFFERS THREE NEW EXCLUSIVE PLANS.

The **Limited Pleasure Use Plan** provides insurance coverage to the owner of a Delorean automobile who uses it exclusively as a second car. Two mileage plans will be available at 2,500 and 5,000 per year. The automobile may not be used for commuting. This plan will be available for all models and years of collectible automobiles. Liability and Uninsured Motorist limits of $100,000, $300,000 and $500,000 (Combined Single Limit) will be available. Physical damage deductible options of $500, $1,000, and $2,500 will be offered as well. Our Limited Pleasure Use Plan is the first of its kind in the insurance marketplace, based on its few restrictions and availability to newer automobiles.

The **Classic Collector Plan** provides insurance coverage to the hobbyist and collector of classic automobiles 15 years and older. The Classic Collector Plan is intended for those who either will or already have restored their automobile to its original condition. The automobile must be used mainly for Association or show activities, and not exceed 3,000 miles driven per year. Liability and Uninsured Motorist limits will be available in the same amounts as the Limited Pleasure Use Plan. There is no deductible for physical damage under this plan. Additional discounts may be available for $500 and higher deductibles.

The **Special Car Plan** provides insurance coverage for collectible automobiles in the restoration process which are not being driven. The plan provides comprehensive coverage only. Physical damage deductible options of $500, $1,000, and $2,500 will be available.

GREYSTONE
DMC

photo by Don Sigler

THE STATE OF THE PROGRAM.

To make this program available to Delorean owners, we must file new rates and forms with each state's insurance commissioner. After each state's commissioner's office has granted approval we can immediately begin writing insurance policies in that state. The process of gaining approval in all states is both time consuming and expensive because each state's insurance requirements are different. Depending on the state, approval will take between sixty days and twelve months because some states take longer to go through the process. As a result of the lead-time required by Delorean World, by the time you read this, some states may already be approved.

Until a state has granted approval, we can not write insurance policies in that state. In the meantime, we can give Delorean Owners Association members an indication of the insurance rates we have requested for approval.

Final approved rates may change somewhat during the approval process to satisfy state-mandated requirements.

To expedite matters, interested members may go ahead and complete the application process with Leland-West. Our staff will then contact each approved applicant as their state comes on line. Simply call us to get started.

I would like to thank Ron Maciejewski, Norb Witt and several other Delorean Owners Association members who already insure their Deloreans, along with their Porsches, in our program. David and Mary Lou Knudson's relentless help and support was critical. We look forward to working closely with the Delorean Owners Association and participating in future events.

Further information regarding the program may be obtained by contacting Leland-West directly at (800) 266-4722 or (209) 431-8282.

TWIN TURBOS

My Business And My Car

by Eleanor A. Rogers
Turbo Manifold Co.

Prior to meeting Tom Dieckhoff, who designed the twin-turbo kit for the DeLorean, I had never seen a DeLorean up close, had never seen a turbo, and did not know what it could do for a car. Needless to say, I fell in love with the car and enjoyed riding in and driving them when he had one in his shop. Upon Tom's death in 1985, I found that, although I was a schoolteacher with no automotive background, I had inherited a business. My feeling on this was, "Why Not!"

FIRST, I HAD TO LEARN THE PARTS TERMINOLOGY.

Getting started in this business was not difficult as Tom was an advertiser in the DeLorean World Magazine. I had met some of the DeLorean Owners Association people and many of the dealers that he had been working with when we had flown to California. They were enthusiastic and supportive about my continuing the business. There were many parts available in Tom's shop so I had some inventory to work with, as well.

You may ask, "Didn't you have any problems in setting up the kits? Of course I did. I didn't know what lock nuts were, or serated lock washers, or allen cap screws. I also did not know what an exhaust manifold or a throttle body or many other parts were. In fact, the first time I had to go to our source for nuts and bolts, I asked that each part be labeled. This was not done. When I got home, I did not know what anything was. I sat down and cried. After getting control of myself, I took out baggies, labeled them and brought everything back to the supplier. After telling him I wanted everything put in the correct baggie, he told me that I was supposed to know what they were. But, he did have one of his men do as I wanted. What a relief!

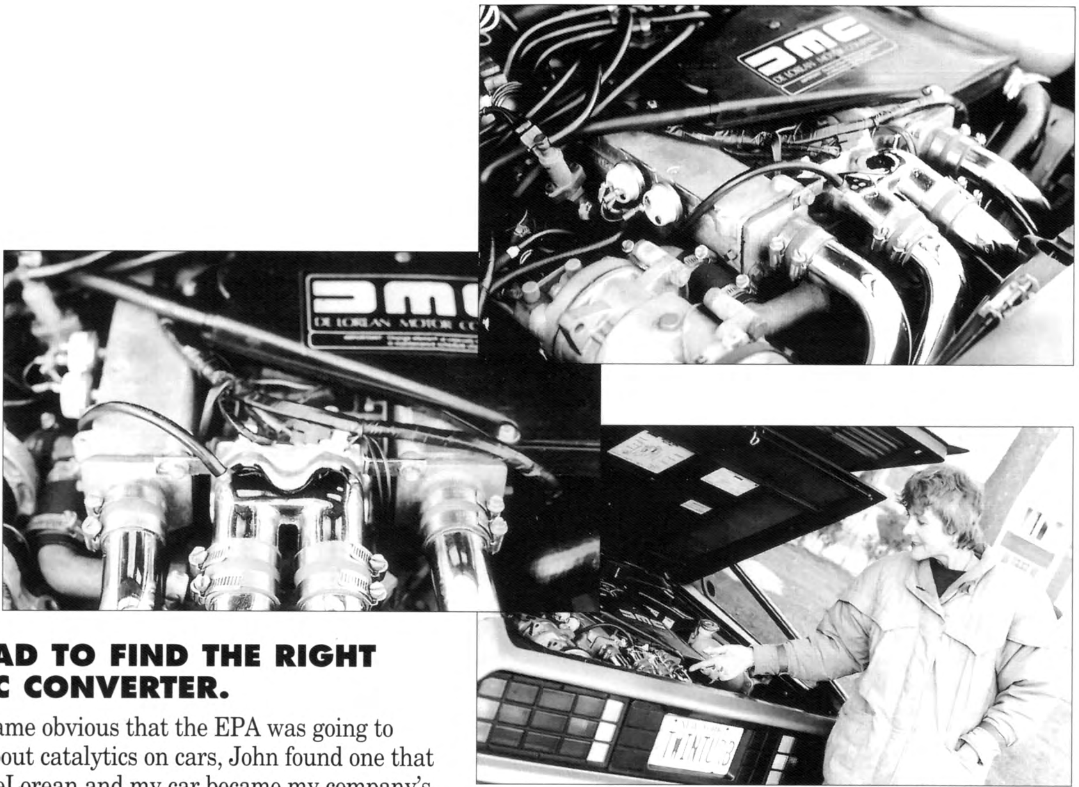
NEXT, I BEGAN ATTENDING EXPOS.

Attending Association Expos, I decided, would be a great way to let people know who I was. I recall flying to Buffalo and handing out my packets of information. While on the field where the Concours was held, a man ran after me yelling, "Hey, Turbo Lady." Many people have called me that ever since.

Although I had been putting the twin-turbo kits together since August 1985, I did not purchase my own DeLorean until August, 1988. The first Expo I went to after that was too far away to take the car; so I brought a picture of it. I recall telling someone I had known for a while that I had finally bought a DeLorean and asked if he would like to see a picture of it. He laughed when he saw the picture and said that it looked just like all the others!

Now, as all of us know, buying a car is a very personal thing. We all have specific desires as to what our car should be like, and so we hunt around until we find that "just right" car with all the options we want on it. The DeLorean did not come with options to choose from, as cars today do, except an automatic or 5-speed; but those of us who own DeLorean's bought the car for a variety of reasons. Some of these may have been: its extremely good looks, the stainless steel body, perhaps its notoriety, or simply because it was different. Mine, of course, was that I needed a DeLorean so I could twin-turbo it with the hope of selling twin-turbo kits. Among DeLorean owners there are, I think, three distinct groups- those who feel the car should remain a "stock" car, those who want more performance out of the car, and those who feel the need to personalize the car in other ways. Personally, I feel this is a "to each his own" situation.

Of course, the first thing I did after buying the car was to have John Conway (he had worked with Tom) install the twin-turbo kit. This was the original kit with mufflers, no catalytics. At the same time, I had him lower the car and put skirts on it (my way of making the car become "me"). One thing John insisted on, and I think it's a great idea, was to put a third light on the top louver of the car for safety's sake.



Eleanor Rogers and "Twin Turb."

THEN I HAD TO FIND THE RIGHT CATALYTIC CONVERTER.

When it became obvious that the EPA was going to have its way about catalytics on cars, John found one that would fit the DeLorean and my car became my company's first twin-turbo DeLorean with catalytics. This, of course, meant re-vamping the business so we would only sell kits with catalytics where they are required by law, as in the USA. Needless to say, nothing runs smoothly, and I soon learned that the catalytic I needed was no longer available. Thus I spent many months after school trying to find someone in the parts department of the big three or foreign car dealers that would take the time to check their manuals for a catalytic that would fit.

I finally found a young man who, after getting over his shock that a woman was actually manufacturing twin-turbo kits, looked at the muffler I had with me and said he thought one of their cats would do the job. It is the perfect size and I am now using that one for the kit.

Thinking back, it would have been easier to just use two Walker (after-market) catalytics, rather than searching for original manufacturer equipment.

Today, if you have the original kit on your car, you can purchase an "Up-Date Kit" so you can have the catalytics on your car. The car with the cats on it runs exceptionally clean and passes inspection easily. This "up-date" kit also includes other changes which were added to make the car run more efficiently.

TWIN-TURBOS GIVE YOU BETTER PERFORMANCE.

For those who want your car to perform better, putting twin-turbos on is definitely the answer. Even if you, as I do, live in an area where you cannot race your car on the highways, you will find that having them on the car enables you to get into traffic on a busy highway and get right up to speed. I find it extremely nerve-wracking to have cars in back of me on an entrance ramp, blaring their horns because I'm taking too much time getting onto the highway. The turbos also give you confidence in changing lanes (especially when you have that inevitable slow-poke in front of you) because you can do it so quickly and safely.

For those of you who occasionally feel the urge to step on the gas and see the turbo gauge go from "vacuum" to "turbo", there is the added excitement of speed. I must say that I am not one who enjoys driving at excessive speeds. Besides, having TWIN TURB on my license plates, I would be the first to be pulled over by the police. However, I have had some great times on Rte. 395 in Connecticut racing with tractor-trailers. When they got word of "Smokey" up ahead on their radios, they would honk their horns, flash their lights on and off, and slow down.

I view my DeLorean as my sports car, not my every day car. (How could I fit four grandchildren - one in a car seat - and my mother in a DeLorean?) My "sports car" has that wonderful sound of a sports car; you know, a little bit "throaty". Just love it! Owning a twin-turbo DeLorean, I do not have to long for a Maserati or a Ferrari; I get just as many stares driving my car as they do!

I'VE REALLY DISCOVERED CAR SHOWS.

For those of you who have found yourself looking for a great, wholesome activity, whether your car is stock or not, I have found one. Try entering your car in a car show. This is a great way to meet wonderful people; and since your car must look great, it gives you the opportunity to go outside (fresh air is good for you) and wash and shine that beautiful car of yours (especially a car like mine with all the chrome inside the engine compartment). If someone had told me years ago that I should clean my own car instead of going to a car wash, I would have said, "What?" Cleaning and polishing this car is so much fun. Really!

Now I'm looking forward to driving it to Williamsburg, and hopefully I'll meet you there. You may also see my DeLorean and drive it, if you wish.

DUNMURRY TALES

UXI 6434
YK-87-KS
9 11 '93

DMCL factory employees and public visiting at the Euro Expo '93 event.

By Alan Hayward, County Down, Northern Ireland

It always annoys me when people speak about the "failed" DeLorean project because, in my opinion, the project had all the hallmarks of a success. It was certainly the highlight of my working career.

MY INTRODUCTION TO DELOREAN MOTOR CARS

One evening, watching "Spotlight", I was charmed by a tall, good-looking man (John Zachary DeLorean) speaking about setting up a sports car factory in Belfast. The thought of working there excited me because I always had an interest in sports cars and I was not happy working in my (then) position at Michelin. Hurriedly, I brought my curriculum vitae up to date and the next day went to the factory asking for the person in charge of recruitment. I was ushered in to meet Brian McClements, placed my CV on his desk and said, "I want to work for DeLorean Motors; ideally, on quality." My unorthodox, but enthusiastic, approach worked because, at the beginning of July, I started work as Quality Superintendent Number 0059. The company eventually employed 2700 on the site.

SOME EARLY RECOLLECTIONS

My first question to Charlie Dunn, my boss and, quickly, my friend, was, "Is there a Quality Manual?" His answer was, "That sounds like a good idea. Write one!" Fortunately, I was able to rely on my past experience. I was in business.

Barbara Hollinshead, wife of Dixon Hollinshead (who was in charge of building the factory) organized birthday parties for the staff - sometimes one a week. But as numbers increased, this became impractical, which was just as well, as all the fresh cream goodies she laid on would have killed us.

Dixon Hollinshead is reputed to have been the person who eventually, one night, single-handedly dug up a "fairy tree" on the site which workers had refused to touch or remove - thus delaying construction work. Anyway, one evening it was there and the next morning it was gone. The factory construction proceeded.

THE LOTUS "WISE MEN"

To production engineer the car, the services of Colin Chapman's Lotus Car Company were obtained. Apart from those working at the Hethel, Norfolk factory in the "East" of England, Lotus placed a team of engineers in the DMC factory to coordinate with the local team of engineers under Mike Loasby. My quality department worked closely with them and we quickly overcame our initial awe of the Lotus men as we discovered that our own engineering was as good or better than theirs. One day, a large sign appeared on the netting wire "cage" in the middle of the main assembly building in which they worked. It proclaimed, "The further to the East you go, the more you realize that it is not where the wise men came from!"

TWO SPARE WHEELS

One day, a secretary looked at a large, full-size picture of the DeLorean prototype in the front foyer. It was a side view and emphasized the rear wheels much larger (two inches in diameter) than the front - like most sports and racing cars. She pointed at the four wheel nuts on the front wheels and the five wheel nuts on the rear wheels and asked, "How many wheel nuts does the spare wheel use?" Turning a bright red, the Lotus engineer rushed off to carry out a quick modification.

One day, a large sign appeared on the netting wire "cage" in the middle of the main assembly building in which they worked. It proclaimed, "The further to the East you go, the more you realize that it is not where the wise men came from!"

Incidentally, the rear wheel was too wide to fit in the boot (or trunk) so a large leatherette bag was supplied to hold the rear wheel in the event of a puncture. What would a lady passenger say upon learning that the only place it could be carried was on the passenger's seat?

THE DOOR STRAP

Another embarrassing engineering moment was the evening before the debut of the DMC 12 car at the Ulster Motor Show at the King's Hall. Many of us, for some time, had been in and out of the car, opening and closing the door from within. Remember, this is a gull-wing door and opens outward. This evening, a petit, five-foot tall woman climbed into the car and reached up to close the door, only to find the door handle was beyond her reach. The men who had been in the car previously were all average height to tall and could reach the handle. Midnight oil was burned at C. P. Trim, our upholstery manufacturer, designing and making a looped handle (like on old trains) which fell down when the door opened and permitted small people to reach it. It was in place for the first night of the show!

BRUSHED STAINLESS STEEL GRAINING

To achieve the brushed grain appearance of the stainless steel body panels, flat sheets of stainless steel were brushed before being pressed out to form the body panels (front wing fender, rear wing, outer door, etc.). This gave a beautiful "contour line" effect. In the event of an accident resulting in a dent, the wing could be unbolted, "tin bashed" out and the grain repaired by hand graining. Unfortunately, it was not possible to hand grain exactly the same as machine graining. It always stood out like a sore thumb. The solution was to hand grain over the top of every piece of machined grain for every car. A repair was then indistinguishable from the original. This was an expensive added operation for which no alternative was found.

L to R: Mike Loasby, Chief Engineer, DMCL; Alan Hayward, Quality Management, DMCL; Chris Bradley, Technical, DMCL; Francis Gorman, BBC-London; and John Truscott, Membership Director.

THE CAR WASH

All DMC 12 cars were washed prior to dispatch. The company had one of the automatic car washes familiar to motorists at service stations - the drive-through type with two vertical rollers and one horizontal roller. At its busiest, the wash handled one hundred cars per day - all identical in shape. It was amusing to see the side rollers worn into the exact profile of the DMC 12.

GUARDING THE GOLD

The company received orders for two gold-plated cars. To guarantee production of these, three sets of gold-plated panels had to be ordered. Now, not many companies gold plate and of those which do, none had ever plated such large items as a DeLorean. So, a special plating tank had to be commissioned large enough to completely immerse the panels. The quantity of gold plating solution required was far greater than the company would ever have held, so DeLorean had to buy the required amount for them. When the plated panels arrived at Dunmurry, they were locked up under guard in a secure part of the factory and I had to carry out receipt inspection of them. Special clearance was required for personnel to enter the building. The first impression was that they were made from polished brass because the mind could not accept that such large items were actually gold (or gold-plated). Needless to say, cotton gloves had to be worn by anyone touching them with loads of bubble and soft felt on which to lay the panels. The finished cars looked fabulous!

One customer was a bank in America, which had arranged for an early morning delivery of the car. It was to be housed in a special case inside the bank and they arranged for the front wall to be demolished. The car was brought into the bank and the front wall rebuilt. All this happened under a large police guard.

Hurrell Estate.

WOT! NO FUEL?

All DMC 12 cars had catalytic converters as was, and still is, common on American cars. Leaded fuel would have ruined the converter which, having platinum in its construction, was expensive. Thus, unleaded fuel had to be obtained. But of course, in those days, no garage in Ireland stocked this. The BP Refinery was approached but they had only a very small quantity for test purposes. Eventually, drums had to be specially ordered and brought into the country. Only approximately one gallon per car was used, sufficient to move it in the factory, test it, and drive it onto the transporter and hence, various modes of conveyance (ship, transporter, etc).

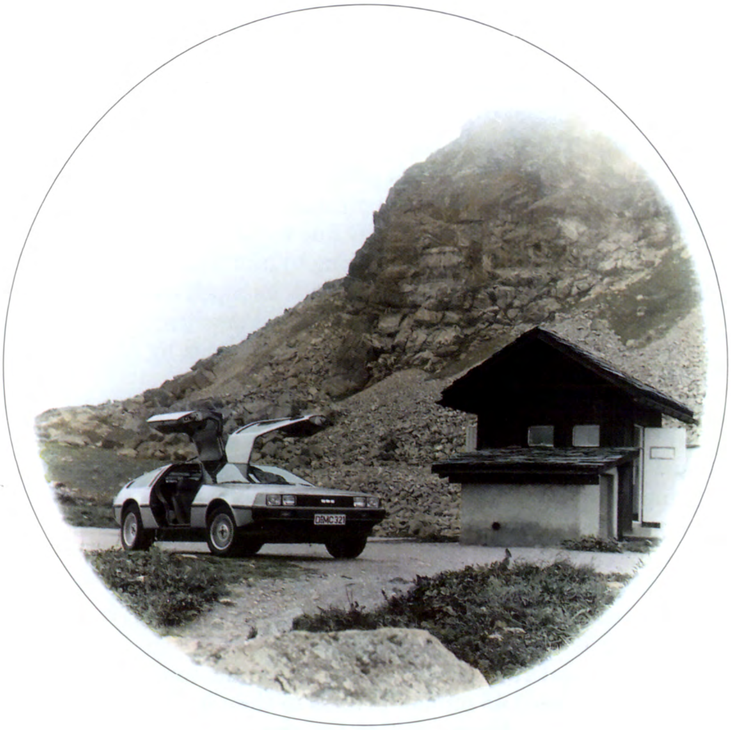
DEMAND DROPS

Later, shortly prior to the news of the possible closure of the company, I was speaking to an engineering representative from Englehard, our suppliers of catalytic converters and the only company at that time in Europe who produced them and supplied them for any car being produced in the United States. We were in the process of reducing orders from 100 a day to 50 a day due to lack of demand for the car. On commenting to him that our problems would not affect his company as much as ours, he replied that all their customers–Porsches, Mercedes-Benz, Lotus, etc. were all cutting back by the same amount for the same reason, i.e., an atrocious winter in the United States which had resulted in several car plants closing down at that time (over 20%), which meant people were not buying many cars in the country. However, the American banks were patient with General Motors, etc. whereas DeLorean Motor Company was a new company with no history or credibility with banks. The British government was not prepared to provide a bridging loan and hence, DeLorean closed. It would have cost 25 million pounds to keep the company open. It cost 45 million pounds to close it. The government's own figures at that time were that it cost 6 thousand pounds to make a person redundant for a year and between Northern Ireland and England (where most of our subcontractors were), there were 7,500 jobs dependent on DeLorean. I do not understand high finances.

About the Author

Alan Hayward is currently the Quality Engineering Manager for Short Brothers, an aircraft company. He resides in County Down, Northern Ireland with his wife and two daughters and travels throughout Europe and the United States on company business. In addition to three years as Quality Superintendent at the DeLorean Motor Company, his career includes ten years at Rolls Royce as Quality Department Manager. He has also held responsible positions at Michelin Mallusk as well as S.T.C. He attended Euro Expo '93 and provided fascinating conversation and insight into the DeLorean operations in Dunmurry, Northern Ireland.

THE INTERNATIONAL DELOREAN



By Roland Biermann
Telephone and Fax 01149-211-7186986

The two pictures shown here were taken on a journey through Switzerland and northern Italy, with my girlfriend Siu Lin, last August.

Here, you can see my Delorean on top of the Julierpass, close to Sankt Moritz, Switzerland. We found this location to be particularly appropriate, since the Julierpass defines the border between northern and southern Europe.

The front of the car is facing southern Europe and the rear end points at northern Europe. Also, this particular location has great symbolic power since the DeLorean itself successfully blends northern and southern elements, e.g. with the Italian Guigiaro body sitting on an English chassis and the assembly in Northern Ireland.

I work on the creative side of a small marketing communications firm, in Dusseldorf. Additionally, I pursue a limited number of photographic projects. At the moment, I am working on my second American 50's and 60's car calendar (American Classics) and on a book project regarding an old grand hotel in Berlin.

Like my American Classics calendars, these DeLorean pictures are handcolored black & white prints. I have decided to offer a limited edition of 30 handcolored, numbered and signed prints per motive.

The format is 50 x 60 cm, which is approximately 20" x 24".

TechQuest

by John F. Truscott, Technical Director

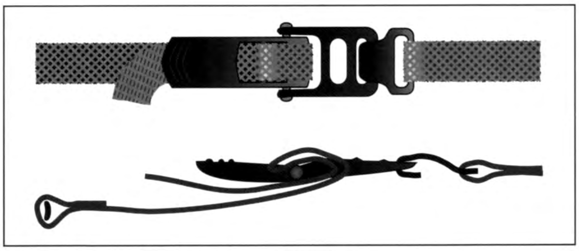
Tech Quest is a new feature of DeLorean World. Send me your technical questions about the DMC-12 and we will print as many questions and answers as we have space available. As Technical Director, it seems like an excellent way to share technical information with all of our members.

Mail your questions (typed or printed) to me, John Truscott, 879 Randolph Road, Santa Barbara, CA 93111-1030.

From:Don Sigler #3338
Pasadena, CA

Q: What is the proper way to strap down the battery after I undo it for service?

A: The factory tie down strap is a problem for almost all of us who have removed it without a good look at the way it was installed at the factory. The sketch below will help if you need to re-strap your battery.



From: Marc Moore #4498
Resaca, GA

Q: I need to replace the angle drive. How much pressure can I apply to the nut that holds the angle drive on?

A: The 36MM nut is a steel product, but it is held in the suspension which is made of black iron which rusts very easily. You will need to use a tremendous amount of pressure applied to a crows foot adaptor and a very long pipe attached to the handle for leverage. I'm told you will not break anything and may even have to apply heat to the angle drive before the nut loosens. Also, a 1 1/4 open end wrench may help if you can't find a crows foot.

From: Several New Members

Q: The seating when I'm behind the wheel is very uncomfortable. Is there any way to improve this?

A: Yes, as a new owner you may be unaware of all of the adjustments available to you as you sit behind your steering wheel.

1.Under the edge of the dash with your right hand you will find a knurled knob on the right side of the steering column, if you loosen this knob a turn or two, you will be able to move your steering wheel up and down, and also slide the wheel in or out as needed to give you the feel you want.

2.You will also find the seat is easily adjusted to a custom fit. The seat bottom slides to the front or rear by pulling up on the handle under the front edge of the seat bottom. A large knurled knob on the outboard side of either seat allows you to adjust the incline of the seat backs. Anyone should be able to adjust to a very comfortable sitting arrangement in a DMC-12.

From: Many Members

Q: How do I adjust the headlights on my car?

A: To properly adjust the lights requires an attachment used by professionals. You should use a professional safety station for for this in order to avoid a possible violation by law enforcement for improper headlight adjustment.

From: Many Members

Q: Can the front wheels on my car be aligned? I'm getting tire wear on the inside edge.

A: The DeLorean front wheels can be adjusted for tow-in or tow-out only. There is no adjustment for castor or camber settings.

From: Many Members

Q: My car seems to run very hot when I am in heavy traffic. Is this normal?

A: No, overheating in traffic is not normal in a DeLorean. You have probably developed an air pocket in the system. You will need to pressurize the system at the water tank and bleed the air out from the petcock located just below the upper radiator hose on your engine block. When you do this, watch the pressure dial to see if it holds constant pressure for several minutes. If it does not, look for leaks in the many hose and pipe fittings down to the radiator and return.

ASSOCIATION DISPLAYS AT HUGE EUROPEAN SHOW

DeloreanWorld Feature
By Robert Lamrock
Chapter Coordinator, Chapter 38
Photos by Robin McNeill

Techno Classica Essen is one of the biggest, if not the biggest, international classic car shows in Europe.

DELOREAN OWNERS ASSOCIATION
DELOREAN OWNERS ASSOCIATION
DMC

Clockwise from top: Robert Lamrock setting up the booth (now where did we pack the polish?); An October '81 grey interior automatic (VIN 5570) with 23,000 miles on offer at $20,000; This August '81 Delorean (VIN 3140) came from California and was in poor condition. Priced at $21,500.

GOTENBORG
KOPENHAGEN
HAMBURG
AMSTERDAM
UTRECHT
BERLIN
LONDON
TECHNO CLASSICA ESSEN
BRÜSSEI
250 km
LUXEMBURG
LEIPZIG
PARIS
PRAG
500 km
ZÜRICH
MÜNCHEN
WEIN
750 km
LYON
MAILAND

100,000 visitors in 4 days! 630 exhibitors from 14 countries! Exhibition displays in 14 halls!

Following the success of Euro Expo '93, Chapter 38 membership has been thriving and the pan European interest in the DeLorean has been tremendous - so what better place for the DeLorean Owners Association to promote itself than at Essen.

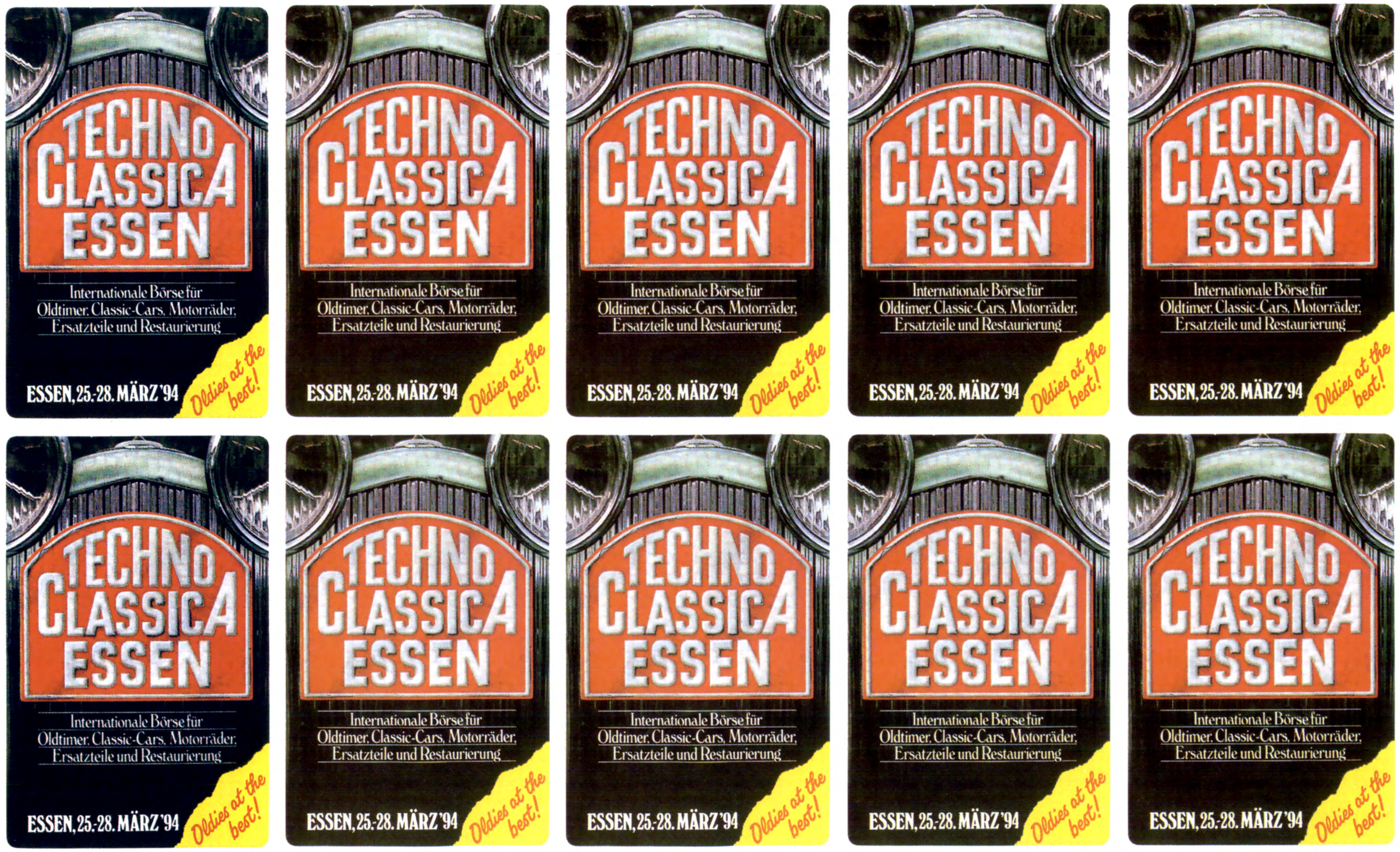
THE ASSOCIATION AND UNIVERSAL STUDIOS.

The Association has had very good relations with Universal Studios in America and their man in Europe, Stanley Bielecki, agrees that we have one aim in common i.e., the promotion of the car. This enabled Dave Howarth to design and construct a fabulous stand to satisfy all our needs, incorporating Universal Studios Florida promotional material.

Vincent Theelin from Holland kindly lent us his "brand new" DMC 12 for the duration of the exhibition. Vincent's car (Oct. 81 Vin 4217) came from the National Motor Museum at Beaulieu in England and had just 30 Kms clocked up when he bought it last year. This may have been a car destined for Canada as the speedo is in Km and the unleaded fuel label is in French.

MEMBERS CAME FROM ALL OVER EUROPE.

Members from all over Europe assisted in dealing with various inquiries at our stand. Jan and Susan Eisen drove up from Friedrichshafen in Germany. Keith Pratt travelled from England in his van with all the materials needed to build the stand. Robin McNeill flew in from the USA to represent the board, and yours truly zipped over from Belfast. Fortunately, Robin's wife Christa, assisted us in the translation of some of the car's technical detail, and we had printed up a mass of leaflets to give to curious visitors.


TECHNO CLASSICA ESSEN
Internationale Börse für Oldtimer, Classic-Cars, Motorräder, Ersatzteile und Restaurierung
ESSEN, 25.-28. MÄRZ '94
Oldies at the best!

Techno Classica Poster Art

Universal Studios employed a local model Katrin Fudicar to promote their Back To The Future rides in Florida and Hollywood. Apart from looks, language skills are one of Katrins many attributes, and she is now a DeLorean fan.

THE DELOREAN WAS A MAJOR ATTRACTION.

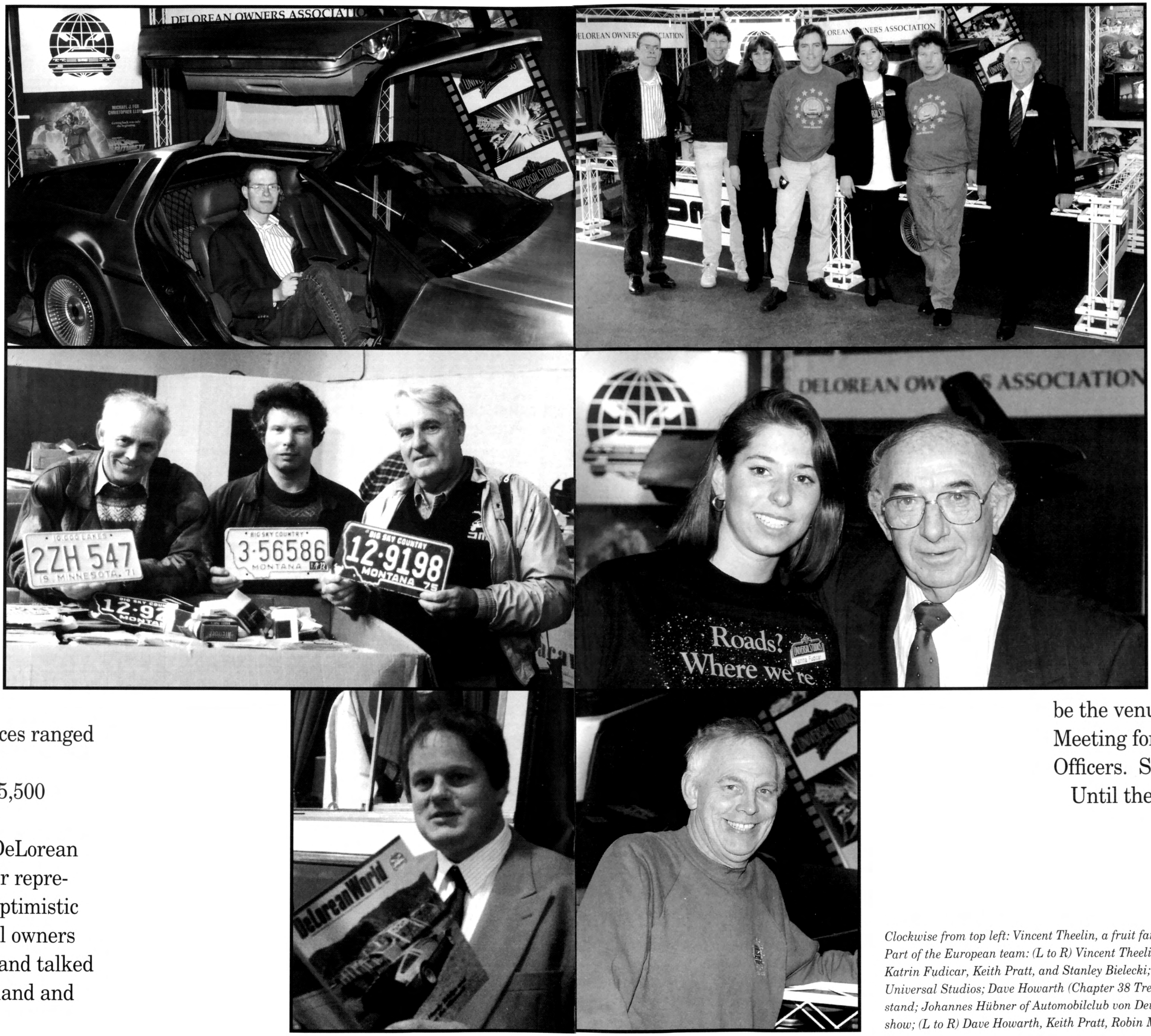
The DeLorean always attracts a lot of media attention and there were 3 other DeLoreans for sale at various locations. All were 81 models and imported from the USA. Prices ranged from $32,000 to $40,000 DM (Approximately $20,000 - $25,500 American).

There is a small German DeLorean owners club and we met their representatives at the show. An optimistic partnership is likely. Several owners and enthusiasts also visited and talked to us, in particular from Holland and Belgium.

One of the first to join the Association at the show was Johannes Hubner who is head of press and PR with the German club. His car came originally from Denver and he is an avid supporter of the marque.

Certainly, this was a very busy show and European membership and awareness has been enhanced. Next one up for Chapter 38 is the Classic Car Show at the NEC in Birmingham, England over the May Day bank holiday weekend. Incidentally, this will also be the venue for our Annual General Meeting for the election of our Chapter Officers. So see you there!.

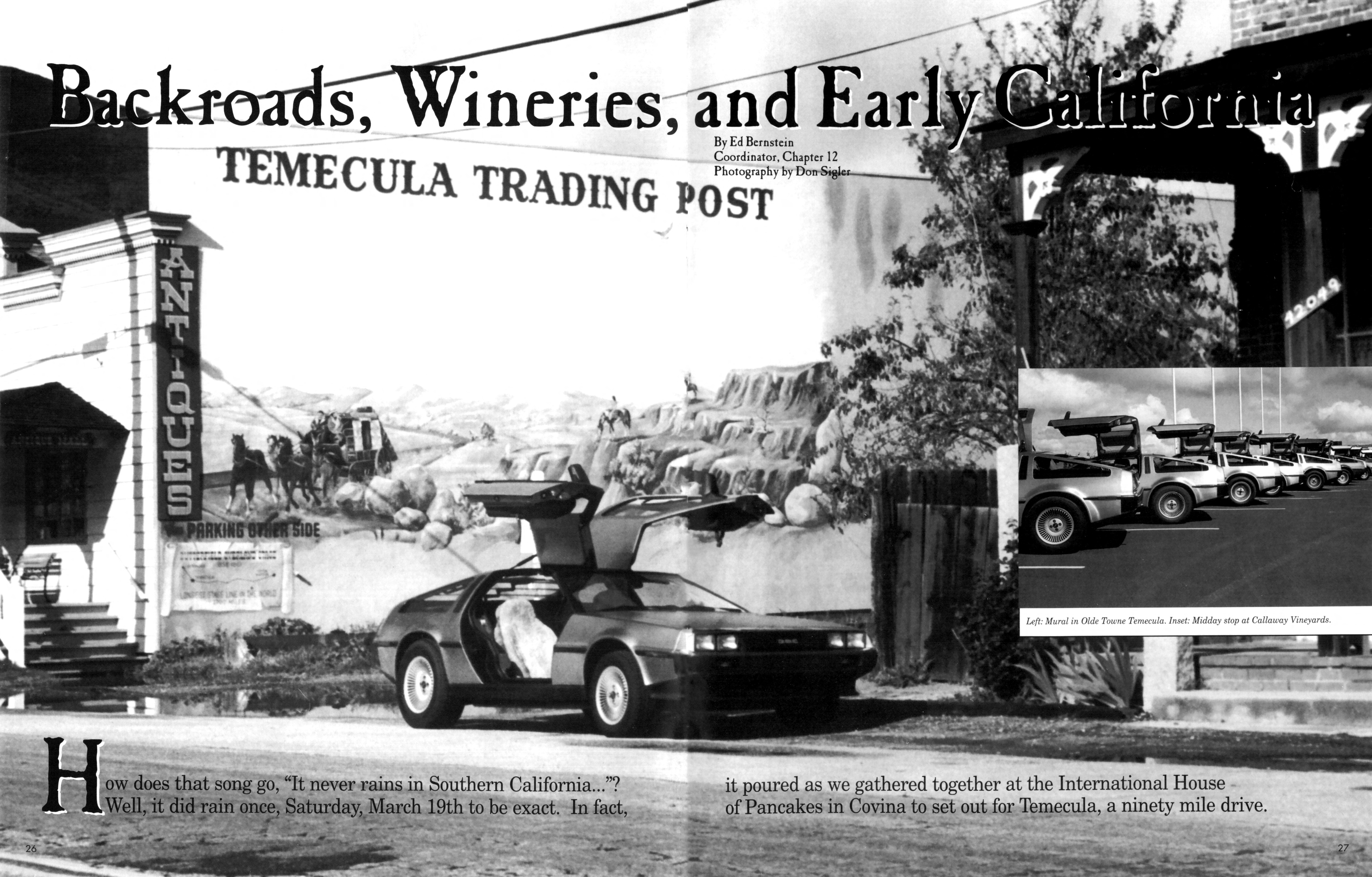
Until then, AUF WIEDERSEHN!



Clockwise from top left: Vincent Theelin, a fruit farmer from Holland in his immaculate Delorean; Part of the European team: (L to R) Vincent Theelin, Jan Eisen, Susan Eisen, Robert Lamrock, Katrin Fudicar, Keith Pratt, and Stanley Bielecki; Katrin Fudicar and Stanley Bielecki of Universal Studios; Dave Howarth (Chapter 38 Treasurer) who designed and constructed our stand; Johannes Hübner of Automobilclub von Deutschland who joined the Association at the show; (L to R) Dave Howarth, Keith Pratt, Robin McNeill.

Backroads, Wineries, and Early California

By Ed Bernstein
Coordinator, Chapter 12
Photography by Don Sigler


TEMECULA TRADING POST
ANTIQUES
PARKING OTHER SIDE
12049

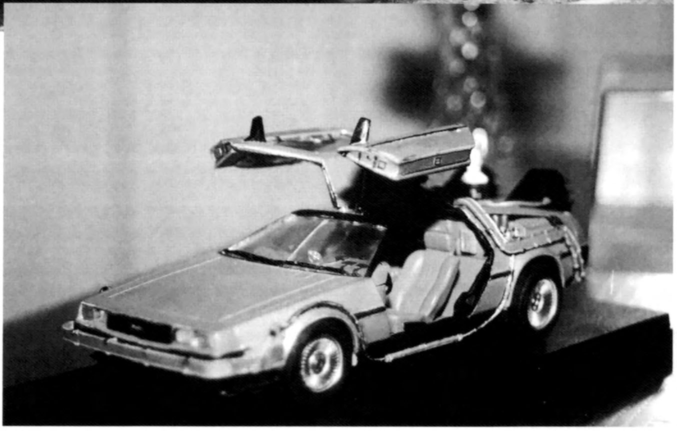
Left: *Mural in Olde Towne Temecula. Inset: Midday stop at Callaway Vineyards.*

How does that song go, "It never rains in Southern California..."? Well, it did rain once, Saturday, March 19th to be exact. In fact, it poured as we gathered together at the International House of Pancakes in Covina to set out for Temecula, a ninety mile drive.

Backroads, Wineries, and Early California (continued)

FIELD SQUARE
OF OLDTOWN
DMC

Above: Bob and Bea, the town greeters at Butterfield Square in Olde Towne Temecula.
Right: "Back to the Future" model built by John Spangler from Scottsdale, Arizona.



A LEISURELY DRIVE DOWN.

We spent the day winding through rolling green hills stopping to shop at a farmers' market and at a factory outlet mall. As we drove, we seemed to miss most of the rain drops and ended up with a beautiful day.

Before heading for our final destination, the Embassy Suites, we visited Olde Towne Temecula, a rather rustic little village full of early western buildings.

A ROMANTIC EVENING OF WINE AND ROSES.

After getting settled at the Embassy Suites that evening, we drove into the Temecula Valley wine country for a buffet banquet in the Thornton Winery's View Loft.

The setting was exceptional. Candle light and fire light lit the room and everyone who attended was presented with a rose. Most everyone lingered long after the program and raffle just soaking up the ambience.

THE 'RALLYE OF THE LEGENDS'.

Sunday morning was the "Rallye of the Legends." The rallye took us deep into the Murrieta Hills stopping at wineries, a mission and an auto museum. Our destination was the picturesque Pala Mesa Resort where we enjoyed a bountiful salad and sandwich buffet.

After lunch, Don and Nancy Steger were announced as winners of the rallye, and Brian and Dorothy Gates entertained us with a game...how many songs can you think of with "California, road or wine" in the title?

By 4:00 the weekend came to a close and we were on our way home.

My special thanks to John Spangler for allowing us to display his exceptionally detailed "Back-to-the-Future" DeLorean models and to Bob Boyce, President of the "Back-to-the-Future" Club, for inviting us all to tour Paramount Studios at a later date.

A DAY AND A NIGHT IN THE LIFE OF A STAR

Herbert Yavorsky – Hubbard, Ohio
Frank Mascali – Tampa, Florida

Lights! Action! Camera! Frank Mascali and Herbet Yavorsky's silver DeLoreans were about to become stars.

Phar'Mor Productions had selected Youngstown, Ohio and Tampa, Florida to film the production tape that would be used to introduce a new product to their retail stores.

On January 7, in the middle of the night, with several feet of snow on the ground, the temperature somewhere between a high of 20 degrees and a low of 6, Herbert watched his star perform for the camera crew. He huddled in another car trying to keep warm, only coming out to check on the proceedings.

The weather was so cold that the batteries powering the cameras had to be recharged numerous times. After several hours, the last scene called for the DeLorean to race behind the van carrying the camera crew. The director called for "action!" and the DeLorean, in star-like fashion raced behind the van, maneuvering back and forth, swerving, everyone applauding! Herbert was confident that in spite of all of the camera's problems and the weather conditions, his star would come through beautifully. And she did!

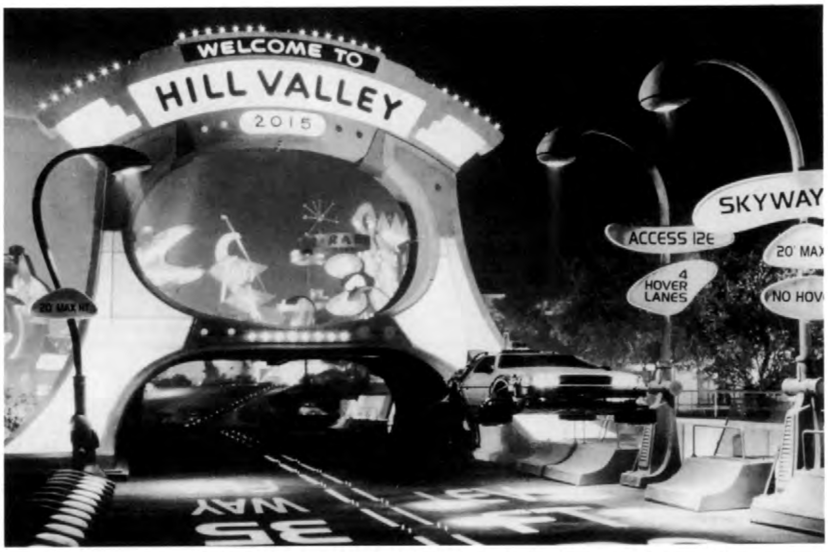
Now enter Frank C. Mascali's star. The weather was slightly different in Tampa. Compared to Ohio, it was really hot. Frank's star was picked up and transported on a flat bed truck to the Performing Arts Center in Tampa.

Carefully, she was rolled onto the stage. Frank noticed a large object off to the side of the stage with the words "Top Secret" written on the canvas covering.

Silence came over the crowd, the curtains parted, and the action began. It was an exciting production and at the end of the show, our star came flying through a "brick" wall in a cloud of smoke and a flash of lightening. At the same moment the canvas came off the "Top Secret" object. It was a very large bottle of QV Cola!

Herbert and Frank were very proud of their stars. Snow, ice, and brick walls were all part of a day and a night in the life of a true star.

Note: Owners are frequently asked to use their DeLoreans in various productions all over the country. The DeLorean Owners Association encourages this type of participation. It is important that when your car is used, ask the production company to put all of the details in writing. If you would like assistance from the Association, call Mary Lou Knudson. (818) 352-7232.



Futuristic Hill Valley of "Back to the Future II," circa 2015.

"THE DIRECTOR CALLED FOR 'ACTION!' AND THE DELOREAN, IN STAR-LIKE FASHION RACED BEHIND THE VAN, MANEUVERING BACK AND FORTH, SWERVING, EVERYONE APPLAUDING!"

What is a Delorean One Preferred Client?

Our Preferred Client program is not for everyone. Its purpose is to provide maximum support and attention to those DeLorean owners who have chosen DeLorean One as their ongoing source for parts and service.

Here are several of the initial advantages Preferred Clients will find:

• *Preferred Client Points*

Every dollar spent at DeLorean One's California or Texas facility will earn points redeemable in parts or service. Upon approval, a Preferred Client automatically receives 300 free points.

• *Preferred Client Toll-Free Help Line*

For years, we've offered a toll-free line to everyone. Unfortunately, many people have abused it by trying to rectify another mechanic's mistakes or to get professional technical assistance from us only to purchase inferior or inadequate parts elsewhere. This costs us and ultimately, our good customers, a lot of money.

Therefore, we are phasing in a toll-free help line that will only be available to Preferred Clients in the future.

• *Rare Parts Priority*

Some DeLorean parts have become virtually impossible to obtain. From time to time, we acquire packages of high quality, original parts and will make them available first to our Preferred Clients.

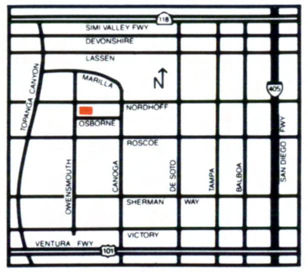
• *Additional Preferred Client Advantages*

We are already working on additional advantages for our Preferred Clients, such as special prices, technical seminars, prize drawings and exclusive social gatherings.

How to apply:

If you are interested in becoming a DeLorean One Preferred Client, call our ***Preferred Client Line at (713) 568-9573*** and we will give you the details.

Program effective as of January 1, 1994



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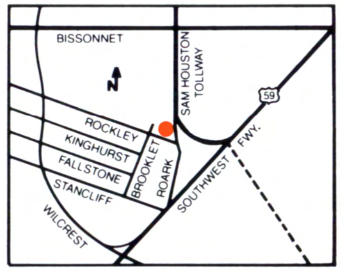

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If you've had problems with parts from other mail order sources, give us a call. We'll help you out.

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Blower Motor Only	$ 90.00
Heavy Duty Window Motor/Reg.	
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both as a kit	$595.00
Door Handles all metal - same original texture	$ 62.95 ea.
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Waterpump and Pulley	$205.50
Heavy Duty 2 Row Radiator All metal	$275.00
Heat Shield - rear muffler H.D. will not break	$ 75.00
Steering Rack Boots Kit Sold as a kit - left & right	$ 59.95
C.V. Axle Boot Kits	$ 18.95 ea.
Throttle Cable - Inner & Outer Stop Hard Pedals	$ 69.50
Motorola 90 Amp Alt Kit With Brkt. & Belt	$295.00
Heavy Duty Starter	$245.00
Technical Manual	$ 45.00
Parts Manual	$ 40.00

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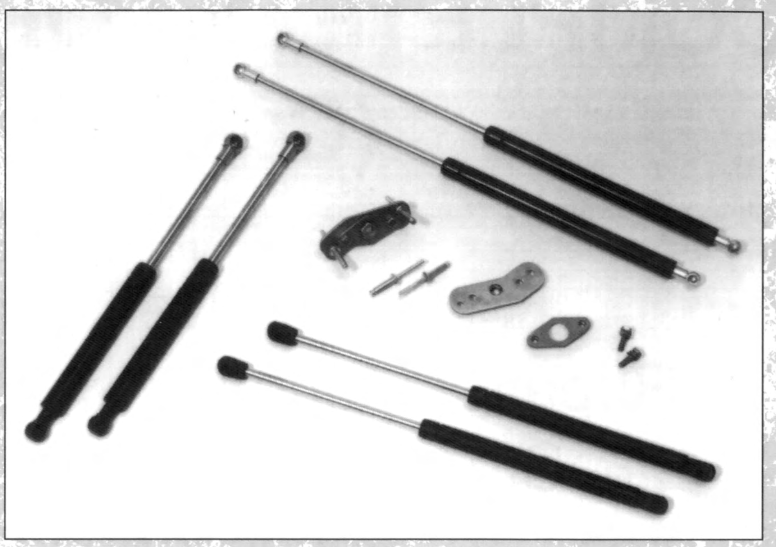

We spent an entire year evaluating prototypes of our door lift piston before finalizing the gas charge pressure and other details that would make it the closest possible duplicate of the factory original. The ball stud ends are even the correct colors (Black & Gold). All our lift pistons have bright hard-chromed shafts like the originals for better sealing and wear resistance.

Some other suppliers use less durable black oxide finish shafts and compensate with overcharging the gas pressure. Overcharging throws off the delicate balance of torsion bar loading verses gas pressure and is definitely not desirable.

Another new product you might consider is our heavier duty mounting bracket kit for the door lift piston lower mounting ball studs. Many of the original brackets are bending and we have even seen a few that broke free of the fiberglass mounting. These new brackets double the surface area and number of fasteners used to spread the load over a larger area. Because they mount under the roof filler panels, out of view, only you will know they are there. This extra strength is very important if you ever exhibit your car with the doors open or drive in parades with the doors up. All fasteners and directions included.

#100592G Door Lift Piston	$59.00 each	$110.00 pair
#105063G Hood Lift Piston		$96.00 pair
#108209G Sunshade Lift Piston		$60.00 pair
#1GLPKIT Lift Piston Set (6) (A Pair of Each)		**$239.40**
#108653G Heavy Duty Lower Door Lift Brackets (Pair)		$48.00 pair
#1LPBKIT Full Set of Lift Pistons (6) (A Pair of Each) **& HD Door Brackets** (Pair)		**$279.80**

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Now there's FANZILLA™...

Smoothing Engine Performance. It's Not The Son of Lockzilla™, but a close relative!

Tired of the **Kicking** and **Bucking** in traffic from the engine each time the air conditioner cycles? Noticed how it goes away when the A/C is off? Would you like to keep the A/C **ON**, eliminate the **Kick** and gain other benefits as well?

FANZILLA™ is a revolutionary New Fan Control Module that:

- ☐ Eliminates engine kick due to A/C compressor and engine cooling fan cycling.
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- ☐ Restores function to dashboard Fan Fail light.
- ☐ Eliminates the "Dangling" fan fuse modification, but retains Dual Fuse protection.
- ☐ Is specifically designed for the DeLorean.
- ☐ Installs in seconds, requires NO tools, just plug it in.
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- ☐ **60 Day Trial Offer.** If not satisfied send it back for full refund.

#FANZILLA™	**$198.50**
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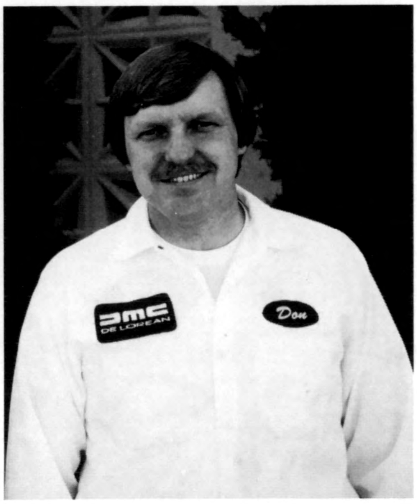

Specializing in:

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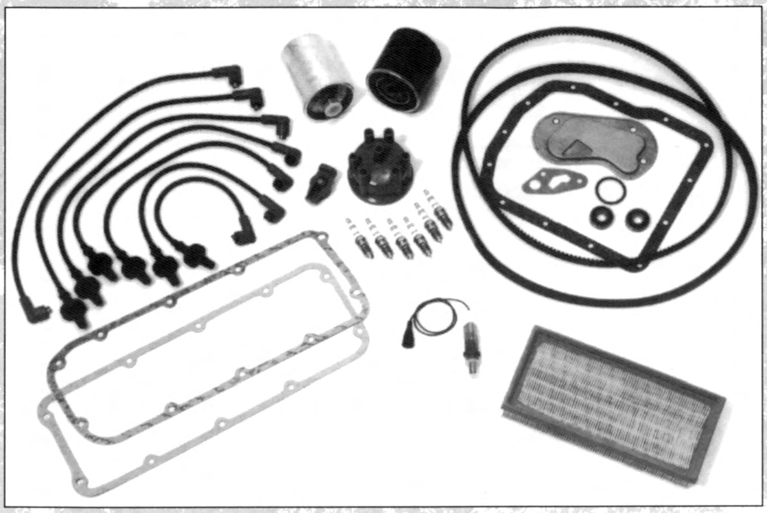

Proper maintenance costs much less than major repairs. All of these parts should be changed at 30,000 miles but age, limited use and climate often dictate more frequent replacement. Of cource your engine oil and filter should be changed every year or 4,000 miles. All these parts are supplied by the original manufacturers with two exceptions. Our Air Filter and valve cover gaskets do their respective sealing jobs better than the originals! You save 10% on each individual kit and even more on either major service kit.

#102575G Air Filter	$12.50
#102114G Oil Filter (w/drain seal)	$11.95
#100523G Fuel Filter (w/2 seals)	$23.75
#1AOFKIT Three Filter Kit (one of each)	**$43.25**
#102702G Ignition Wireset	$60.00
#106907G Coil Wire	$9.75
#102604G Distributor Rotor	$15.75
#102606G Distributor Cap	$29.40
#102443G Spark Plug Set (6) (Bosch Silver)	$45.60
#1IGNKIT Ignition Tuneup Kit	**$144.45**
#102442G Alternator Belt	$7.50
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#105638G A/C Adjuster Pulley Bearing Set (2) (Recommended when replacing A/C Belt)	$29.80
#102820G Cam Cover O-Ring (Needed w/changing A/C Brgs)	$1.43
#1BLTKIT Drive Belt & Bearing Kit	**$42.95**
#102249G Valve Cover Gasket (Cyl. 1-2-3 R/H)	$10.93
#102256G Valve Cover Gasket (Cyl 4-5-6 L/H)	$11.71
#101069G Oxygen Sensor (Lambda Probe)	$68.75
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#103516G Auto Trans. Pan Gasket	$11.19
#103702G Auto Trans. Filter	$64.42
#103703G Auto Trans. Filter Gasket	$1.99
#1ATFKIT Auto Trans, Filter Kit	**$69.85**
#1MSAKIT Master Service Kit (Auto Trans.) (Includes all parts listed above)	**$352.00**

Shipping Not Included

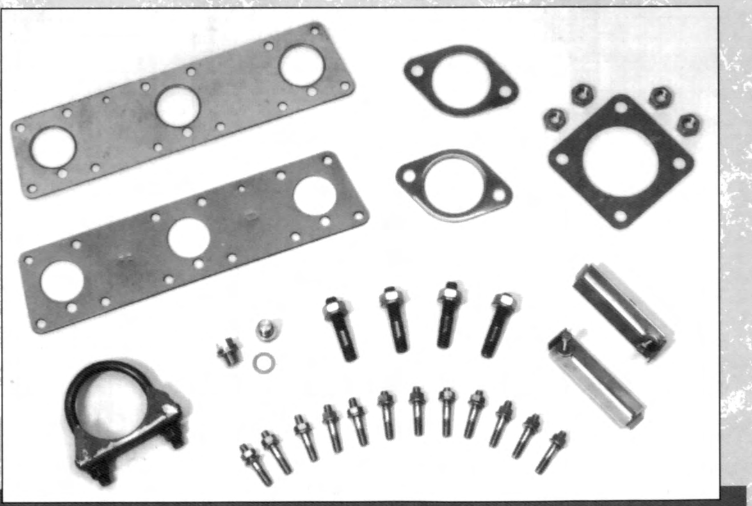
Tick, Tick, Tick...

If your Delorean is starting to sound like an old Volkswagon (and you know your engine valves are in adjustment) then its time to check your exhaust manifolds for leaking gaskets or broken studs. You won't want to do this job more than once so we've assembled this exhaust repair kit with everything you'll need. Improved stainless clad one piece exhaust manifold gaskets replace the original individual exhaust port gaskets. This makes them much less likely to split and allow leakage. Replacing all the exhaust studs and, securing them with brass nuts and washers eliminates the other major cause of leaks; stress related stud failure. We also include flange studs and gaskets, brass emmissions inspection access plugs, and even new retaining brackets for the exhaust heat stove. All parts are available separately but we recommend using all the parts in the exhaust kit to avoid more expense and aggravation later on due to inadequate repair. You also save 20% off our individual part prices. Remember this ad when your engine starts to go "Tick, Tick, Tick!"

#1EXTKIT Exhaust Manifold Kit **(Includes all items in picture)**	**$112.25**
Additional parts you may need (Not in picture)	
#106108G Manifold Heat Stove	$34.24
#105926G Heat Stove Duct (original Aluminum w/clamps)	$26.13
#105927G Air Intake Duct	$12.42
#106931G Muffler Heatshield (looks original but improved)	$55.49
#106010 Catalytic Heatshield (Factory original)	$118.43
#105148 Muffler Support Bushing (3) (Factory original)	$24.48 ea.

Tech Tip: *This job is best left to the professional mechanic but if you elect to do it yourself you may want to send us your manifolds and crossover pipe for reconditioning. We can resurface, glassbead, replace the studs and CO Plugs, and refinish them to assure you a quality repair that will last. Please call for pricing and turnaround time.*

Shipping Not Included



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For Association Members Only $.40 per word. Send typewritten ad with membership number and check made out to "DeLorean Owners Association." Mail to: Bob Weinreb, 19806 East Sunset Vista Road, Walnut, CA 91789-5320, (909)598-0590.

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For all fans of the film series, the simulator rides, the animated cartoons, the celebrities of the series, the music in the films, and the DeLorean time machine vehicle. Membership dues are only $10.00 per year U.S. ($15.00 foreign), and include six issues of the ***Hill Valley Telegraph*** newsletter, a free BTTF membership kit, and BTTF merchandise ordering information. Please make checks or money orders payable to Stephen M. Clark, and mail to:

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Handcolored DeLorean Photographs—by photodesigner G. Roland, as featured in this issue of DeLorean World. Limited edition of 30 handcolored, numbered and signed prints per motive. Format: 50 x 60 cm., $128 per print, inclusive of postage and packaging. Order at: G. Roland Biermann, Urdenbacher Allee 3a, 40593 Düsseldorf, Germany. Check must accompany the order. Further motives available. For information call or fax: 01149-211-718 6986.

DELOREANIZE your IBM compatible Computer with MS-Windows 3.1 DeLorean Kit Includes: DeLorean Icons, Windows Backdrops, Back to the Future Sound Clips and DeLorean Images to add to documents. ONLY $14.99! Plus $2.50 Shipping New York Residents add 8.5% Sales Tax. Send Checks to: **axe CREATIVES, 35 Parkway Drive North, Commack, NY., 11725-5108, (516) 864-4907.**

WANTED: BOOK: DELOREAN: STAINLESS STEEL ILLUSION. DAVE (408)847-2927 (LEAVE MESSAGE).

Back to the Future Hardcover / Color: Official Book of the Movie Trilogy, $19.99, Plus $4.25 Shipping. NY Residents add 8.5% Sales Tax. SUPPLIES ARE LIMITED! Send Checks to: **Anthony Catanzaro, 35 Parkway Dr. North, Commack, NY 11725-5108, (516) 864-4907.**

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A must for any DeLorean enthusiast, **DeLorean T-Shirts.** Top quality with a DeLorean on the front, drawn by artist Eric Schrepfer. DMC logo on back. $14.95 plus $3.50 shipping. Cash, Check, Moneyorder. State size and color: White, Ash, Yellow, Blue, Hot Pink. WCA Ent. Box 173A, Congerville, IL 91729.

Northern California Area—DeLorean Service and Repair— We specialize in all facets of DeLorean service, repair, and body work. **Motoring Performance Foreign Auto Service, 1433 Mazda Drive, Walnut Creek, CA, 94596, (510)938–1646.**

DELOREANS FOR SALE

81 DELOREAN VIN #5304 5–speed, Gray Interior, 40,000 Miles, Lowered, Custom Air Dam Rocker Panels , Gotti 15" 3 pc Wheels 7" & 8", 50 Series Goodrich Comp T/A Tires, Centerforce Clutch, Braided Lines, Indy tie rod ends, Steering dampner, Momo 14" steering wheel & shift knob, Custom headlights, Custom Taillights, Dual exhaust, Rear spoiler w/3rd light. All original parts included & more. $20,000.00 Jerry Winnick (310) 271-5971.

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Area Chapter Director
9251 Vanalden Avenue
Northridge, CA 91324
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DELOREAN OWNERS ASSOCIATION

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PARTS AND ACCESSORIES

NEW PRODUCTS!! Black Stainless screw Kit – 48 rustproof screws for all exterior lamps and rear license bevel for only $24.95. **T.A. Shield Bracket Kit** – allows easy removal of underbody shields to check trailing arm pivot bolts or rear suspension alignment. All stainless with fasteners and directions for $24.50. **Front Frame Extension Repair Plates** - Don't replace your entire frame or "crash tube" when our precut, bent drilled and phosphate coated weld on repair plates allow you a professional repair at a fraction of the replacement cost. Call for a list of available sections and prices. **Speedometer Angle Drive** – Original new $128.50 or Rebuilt $93.50 with exchange. For more information or to order call (516) 589-6224 **P.J. GRADY INC.**

DELOREAN PARTS including left front fender, send SASE for list to: J. Capizzi, 8600 W. Bryn Mawr, #770N, Chicago, IL 60631.

ATTN: Turbo Owners, J&S Anti-Knock System, 1 only $275.00 Dave 805-987-7468.

CLASSIFIED and DISPLAY ADVERTISING DEADLINES

Volume 11, No. 3	**July 1, 1994**
Volume 11, No. 4	**Oct. 1, 1994**

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Save Your DeLorean

Save your DeLorean from the inevitable rust that will destroy your frame.

Many of you know that the epoxy coating that was supposed to preserve the DeLorean frame has instead caused accelerated oxidation.

PDC, Inc., will display "PermaFrame" - the first, all stainless steel, replacement frame exclusively for DeLorean's at DeLorean Expo '94.

PermaFrame is engineered specifically for DeLorean's. PermaFrame adds significant strength without adding significant weight.

Key weaknesses of the original frames have been corrected including the front shock towers, impact tubes, trailing arm mounts and engine sub-mounts.

For more information visit the "PermaFrame" display at Expo '94 or write to:

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159 E. North Ave. #230
Glendale Heights, IL 60139

NOTICE!!!!

In the future, please send all DeLorean World articles and photographs directly to the publisher:

Jan Detanna
1721 Victory Blvd.
Glendale, CA 91201
(818) 507-8733

Because the acquisition of articles continues to be an ongoing problem, The Association is now offering **$50.00 in payment** to the author of any feature-length article that is published.

A CALL TO ALL **DELOREAN GOURMETS**

We would like to put together an Easy Gourmet Cookbook with and for our DeLoreran Owners Association friends and families. Please send me your favorite, easy, fool-proof recipes.

Marcie Haug,
Products Director
DeLorean Owners Association
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DeLorean Gold
INTERNATIONAL BANQUET SPONSOR - EXPO '94 - SEE YOU SATURDAY EVENING, MAY 21, IN WILLIAMSBURG

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0–60 mph .... 6.3 seconds
- Top Speed .... 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

California EPA Approval Pending

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FAX NO: (516) 491-1248

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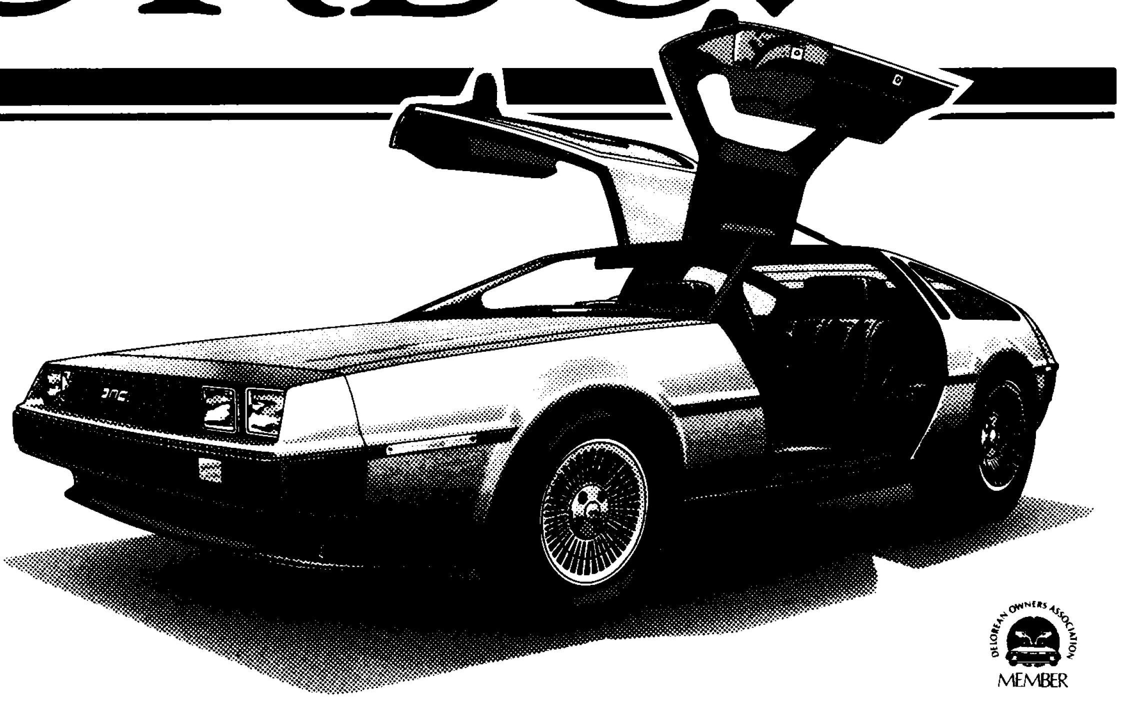

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Menlo Park, CA 94025
Phone (415) 321-8030

DELOREAN OWNERS ASSOCIATION
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LOOK FORWARD TO MEETING YOU AT THE PRODUCT SALE & EXHIBIT - EXPO '94 - SATURDAY, MAY 21, IN WILLIAMSBURG

How Long Have You Been In The Dark?

These interior light fixtures have not been available anywhere for several years. Now we have them!

They are rather delicate, so many owners are driving around with broken fixtures. They're designed to go on when you open the door and stay on for about 15 seconds after you close it so you can see to insert the ignition key and fasten your seat belt.

Back orders have already depleted a lot of our new stock so if you need one, we suggest you order it NOW.

D600540	Interior Light Fixture	**$39.95**
D600542	Set of 2 Interior Light Fixtures	**74.65**
D610305	Bulb	**2.32**
	shipping 7.65	

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DELOREAN ONE

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LOOK FORWARD TO MEETING YOU AT THE TECHNICAL SEMINAR - EXPO '94 - FRIDAY, MAY 20, IN WILLIAMSBURG

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